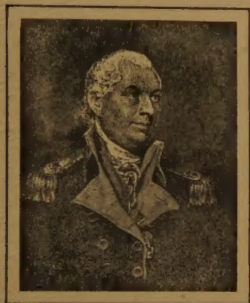


THE STORY OF THE AMERICAN NAVY

By JAMES BARNES



COMMODORE JOHN
BARRY

From the painting by Gilbert
Stuart

MENTOR GRAVURES

THE *CONSTITUTION* AND THE *JAVA*

COMMODORE ESEK HOPKINS

THE *UNITED STATES* AND THE *MACE-
DONIAN*

THE *KEARSARGE* AND THE *ALABAMA*

THE *CONSTITUTION* AND THE
GUERRIÈRE

CAPTAIN ISAAC HULL



COMMODORE STEPHEN
DECATUR

From the painting by Gilbert
Stuart



THE inhabitants of this country in 1776 numbered about one-half of the present population of the city of New York, but there were probably as many native born sailors following the deep sea for a living as there are today. There was a reason for this: All of the large towns were on the seacoast. Highways and roads were few and in bad condition. It was by sea that the colonies kept in touch with one another; it was by the waterways that they carried on their commerce. While the colonists were still dependents of Great Britain they had begun to work out a commercial independence. From the New England shipyards had come fleets of merchant vessels, and they sailed to every port in the world. In the olden days—in fact up to sixty or seventy years ago—it took little or no training to turn a merchant sailor into a man-of-war's-man. There was no complicated machinery to learn and master; the ropes and orders were the same; and the guns on a merchant vessel—ships sailing in foreign waters were all armed in those days—were the same as those on a vessel in government service, only smaller. It was this adaptability of the American merchant sailor that did much to save the country in its two wars with England.

Of course, at the outset of the Revolution, in 1775 and 1776, the thirteen colonies had no navy at all, and the necessity for possessing armed ships was one of the first things to be discussed when the Congress of the United Colonies first met in 1775. A naval committee

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consisting of John Langdon of New Hampshire, Silas Deane of Connecticut, Christopher Gadsden of North Carolina, John Adams of Massachusetts, Joseph Hewes of North Carolina, and Richard Henry Lee of Virginia was appointed. This committee decided to start building immediately thirteen vessels. They were to be of three classes; five ships of thirty-two guns, five of twenty-eight, and three of twenty-four. It was on December 13, 1775, that this decision was made, and the faith placed in the early shipyards and the ability of the ship builders was demonstrated when it was declared that all these vessels should be fitted for sea by the end of the coming March. The whole cost of this naval establishment was not to exceed the sum of \$867,000.00, or less than one-sixteenth of the cost of a modern battleship!

Previous to this there had been a number of vessels purchased and turned, for the time being, into men-of-war; their names were the *Providence*, the *Alfred*, the *Cabot*, and the *Andrea Doria*—all taken from peaceful callings to turn to the trade of fighting.

The Privateers

It seemed a hopeless task that the American colonies had undertaken. Without a single regular vessel of war they were going to oppose the magnificent navy of Great Britain, that at this time consisted of not less than three hundred and fifty-six vessels, a hundred and forty of them being ships-of-the-line; that is, great floating forts mounting seventy-four guns and more. But a way was found to even matters, in a measure. Although Great Britain from the outset attempted to blockade the American ports, there slipped to sea from almost every harbor numbers of "privateers"—vessels that were sent out under private ownership, but with papers furnished them by Congress authorizing them to prey upon the commerce of the enemy. Well did they account for themselves! These American cruisers captured during the years 1776 and 1777



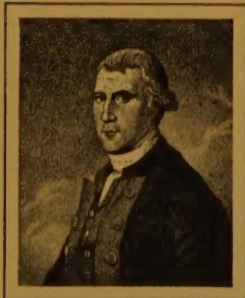
THE PHILADELPHIA OFF THE HARBOR OF TRIPOLI

From an etching by Commodore William Bainbridge Hoff. Original in the possession of the Naval History Society



COMMODORE WILLIAM BAINBRIDGE

From a painting by Chappel



CAPTAIN NICHOLAS BIDDLE

He gained a great deal of renown during the Revolution, but lost his life in an engagement when his vessel blew up.

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upwards of eight hundred vessels. Of the English ships employed in the West India trade two hundred and fifty were taken that were valued, with their cargoes, at ten millions of dollars. The Yankee cruisers penetrated into the English Channel and made captures almost at the entrances of the English harbors. To read of their adventures is stirring to the blood. And from the ranks of these ex-merchant commanders came many well-known names that soon appeared on the lists of the first regular navy of the United States.

Let us look at a few of these early captains, whose doings have become traditions of the naval service. Esek Hopkins was the first commander-in-chief, being appointed in December, 1775; then follow James, John and Samuel Nicholson, and John Manly, Nicholas Biddle, John Barry, Edward Preble, Abraham Whipple, and John Paul Jones.

It was on March 23, 1776, that Congress issued "general letters of marque and reprisal," which were certificates, really, to any privately owned ship to set sail and to prey on the commerce of Great Britain, and henceforth all British vessels, armed or unarmed, were liable to capture wherever found. In the records of the American Revolution there appear the names of no less than one thousand six hundred and ninety-seven privately armed vessels, and the number of men employed in them was no less than 58,400. Many had set sail and brought in prizes before the Declaration of Independence of July 4, 1776. Four months after this declaration Congress authorized the construction of the first American line-of-battle-ship, of 74 guns—the *America*. However, she took no part in the war, not being finished in time, and she was finally, in 1782, presented to Louis XVI, King of France, as a token of the country's gratitude for the aid lent by that monarch and his country, and to replace a French 74, the *Magnifique*, that was lost in Boston harbor.



THE CONSTITUTION

From a drawing by William Lyons. Original in the possession of the Naval History Society

On March 7, 1778, Captain Nicholas Biddle of the United States frigate *Randolph*, mounting but thirty-two guns, was overhauled by a British 64-gun ship, the *Yarmouth*. Bravely Biddle hoisted his colors as the larger vessel came down on him with a following wind and ranged alongside. So rapid and accurate was the *Randolph's* fire that for fifteen minutes it was give and take, with the *Yarmouth* getting the worst of it, when suddenly, for some reason that has never been ascertained, the smaller vessel blew up; only four of her crew were saved. Brave Biddle had been wounded early in the action and was sitting in a chair on the quarter-deck when the catastrophe occurred. He was but twenty-seven years of age.

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The sloop-of-war *Ranger*, fitted out in Portsmouth, Massachusetts, had already made a name for herself in making captures when, under the command of the doughty Paul Jones, she was safely navigated to France in 1777. On the 14th of February, 1778, in Quiberon Bay, the Stars and Stripes were saluted for the first time by a foreign fleet when the French fired a salute of nine guns, and of this occurrence Paul Jones wrote, himself, "It was, in fact, an acknowledgment of American independence." On the 6th of February there was signed a treaty of commerce and alliance between the representatives of the United States and France, and it was this treaty and the aid the French subsequently gave that actually preserved the independence of America.

In April, 1778, John Paul Jones, in this same little *Ranger*, cruised off the shores of England, Scotland, and Ireland, and actually landed and spiked the guns of the English forts at Whitehaven, set fire to some vessels, and subsequently, in the Irish Sea, off the town of Carrickfergus, he engaged and captured a British armed ship, the *Drake*, and brought her safely into the harbor of Brest, France, on May 8, 1778. Again, in the glorious action of the 23rd of September, 1779, in the *Bon Homme Richard*, Paul Jones added immortal glory to the annals of the American navy, when off Flamborough Head he captured the British frigate *Serapis*. His story has been told in *The Mentor*.

Captain John Barry, in the frigate *Alliance*, in 1781, on two occasions within a month, fought and captured two British vessels at a time, the first two being the frigate *Mars* and the sloop *Minerva*, on April 2nd, and just thirty days later he took the British sloops-of-war *Atalanta* and *Trepassy*.

These separate, dramatic, and romantic actions would, however, have had little result if it had not been for the French fleets and the French aid in money and supplies for both army and navy that the United States received.

It was in June, 1778, that the fleet of Count D'Estaing arrived in American waters, and he was followed later by the squadrons of Count de Rochambeau, Count de Grasse and Count de Barras. It was their aid that made possible the victory at Yorktown on October 19, 1781. Long before



PERRY'S VICTORY ON LAKE ERIE

September 10, 1813. From a drawing by T. T. Barrolet. Original in possession of the Naval History Society

this the little navy that Congress had authorized had slowly dwindled by capture or destruction; many vessels were actually blockaded in American ports, and it was with increasing difficulty that the privateers escaped the British fleets and put out to sea. France saved the situation. Peace was formally concluded with Great Britain on September 3, 1783, although hostilities had ceased nearly five months before.

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Trouble with France and Tripoli

For five years the naval service was dormant. Then the United States came very close to having a war with France, for after the French had chopped off King Louis's head they seemed to get into trouble with the rest of Europe, and apparently the people did not mind having an enemy in their old friend and ally. Owing to the embargo laid on American commerce we came to blows without declaring war, and the United States frigate *Constellation* on two occasions fought with French ships. Commanded by Captain Thomas Truxton, she captured the French frigate *L'Insurgente*, in February, 1799. Just a year later she defeated a much larger vessel, *La Vengeance*. But no war had ever been declared, and so no peace was concluded.

From 1801 to 1805 the resurrected navy of the United States was engaged in the Mediterranean in a war against Tripoli, whose piratical ships had been preying on American commerce. Commodore William Bainbridge unfortunately grounded his ship, the *Philadelphia*, on an uncharted rock off the harbor of Tripoli, and, with his officers and crew, was taken a prisoner by the Tripolitans, in August, 1803, and kept in confinement until peace was declared in 1805. There were no naval actions of any moment in this war except that of the *Philadelphia* with the swarm of piratical small craft, and the fleet of the United States was employed mostly in a useless battering of the corsair harbors and ports. But there was one deed of conspicuous gallantry performed by Stephen Decatur and a volunteer crew, who, in the *Intrepid*, entered the harbor of Tripoli and succeeded in setting fire to and blowing up the *Philadelphia*, which the corsairs had worked off the rock and anchored under the guns of their fort. This was in February, 1804, and in September of this year the same little vessel, the *Intrepid*, on another daring expedition, was blown up with all on board. The conclusion of the war was not a very glorious one; the American government practically bought peace and ransomed the American prisoners in the pirates' hands.

War of 1812

We come to the period of the second war with Great Britain. For years England had been pushed to it to keep her great fleets manned. In her own home ports she had resorted to the "press gang," that took by force any citizen, compelling him to serve on the war vessels—a service



MACDONOUGH'S VICTORY ON LAKE CHAMPLAIN

The British army was also defeated at Plattsburg on September 11, 1814. From a painting by H. Reinagle. Original in the possession of the Naval History Society

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that was to all purposes practical slavery. British ships also carried on the "right of search," and stopped vessels of friendly nations on the high seas and in friendly ports, and took from them many seamen, under pretense that they were suspected of being subjects of the British King George III. Many Americans by birth had been thus kidnapped, and at last so flagrant became these offenses that there was nothing for it but immediate war. Under the policy of Jefferson, who did not believe in sea power, the navy had again dwindled. There were only a few fast sailing frigates, which were in a class of their own so far as construction, size, and fighting qualities were concerned, one or two sloops-of-war, and two or three brigs and schooners. The most famous ship in all American history was the frigate *Constitution*—"Old Ironsides," as she was called. The whole United States navy a few months before the outbreak of hostilities between the United States and Great Britain



JOHN ERICSSON
Designer of the Monitor.



THE MONITOR AND THE MERRIMAC

From a painting by J. O. Davidson. Original in the possession of the Naval History Society

made a list one could take in at a glance, but the names of the ships soon became household words. There was not one that did not make a record to be proud of: The *President*, 44 guns; the *Constitution* and the *United States*, also of 44 guns; the *Essex*, 32 guns; the *John Adams*, 24; the *Wasp*, 18; the *Hornet*, 18; the *Argus*, 16; and the smaller vessels, brigs, or schooners, *Siren*, *Nautilus*, *Enterprise* and *Vixen*.

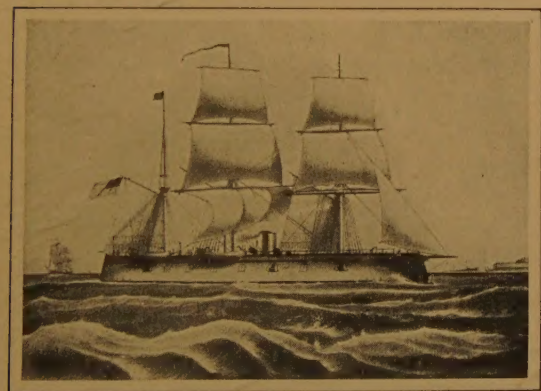
The frigate *Constitution*, under the command of Captain Isaac Hull, met the British frigate *Guerrière*, (ger-yare') and after a sharp action the English ship was completely dismasted and burned at sea. That was on August 19, 1812. The value of this victory was soon manifest, for there had been a strong movement made in government circles to lay all the ships in safe harbors, many people in high authority concluding that it would be madness to try to keep them cruising on the high seas in view of the numbers and force of the enemy. On the 25th day of October, 1812, a second action took place on the high seas, when the United States ship *United States*, under command of Stephen Decatur, captured and brought into port the British frigate *Macedonian*, and on the 29th of December the *Constitution*, under command of Commodore William Bainbridge, captured the British frigate *Java*.

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At the beginning of the nineteenth century the civilized world was convulsed in war. Napoleon was at the zenith of his power; England was fighting the Peninsula campaign in Spain against the French; Russia was being invaded; all of South America was in revolution.

Again, as was the case in the Revolutionary War, the foe's attention was diverted elsewhere, and she could not use her full strength against the United States. America had to depend again upon the volunteers. The trained men of the navy and the well built ships responded nobly. On land, with the exception of two battles, the Americans were badly defeated, in most cases by much inferior forces. The greatest danger that threatened was an invasion from Canada, and there, also, lay the great opportunity for America. Both sides attempted to cross the line and gain territory, and neither succeeded. The Americans failed owing to the failure of the army and the inadequacy of the volunteer system, and the British failed because the navy stopped them in the two battles on the Lakes—Perry commanding the American fleet on Lake Erie, and McDonough on Lake Champlain. Of the men of the regular navy a British admiral wrote in a letter: "These Yankee sailors are the only ones who can stand a British boarding party." Up to the war of 1812 the British navy had lost, in a period of some three hundred years, in single combat, but one ship where the vessels were evenly matched. They had considered themselves invincible, but during the second war with America, out of thirty-one *single* combats they lost twenty-nine!

This disparity of loss was due, in great measure, to the superior qualities of the American ships. The American frigates were built of heavier timber, and carried for the most part heavier broadsides; their crews were more numerous, and were made up of men who fought voluntarily and were animated not only by a love of country, but by a feeling of revenge. The list of heroine ships and hero captains grew as the war dragged on. The names of the gallant officers have been perpetuated in the names of pres-



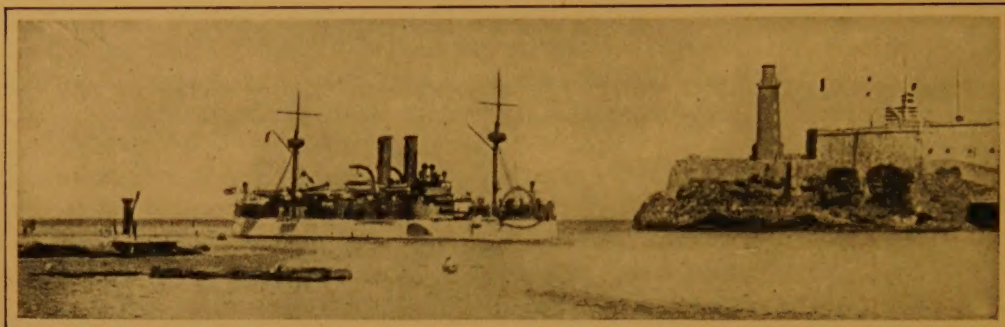
THE IRONCLAD, NEW IRONSIDES

A United States vessel of the Civil War. From an old lithograph. Original in possession of the Naval History Society

ent-day torpedo-boats and destroyers—the *Bainbridge*, the *Biddle*, the *Decatur*, the *Perry*, the *Lawrence*, the *Porter*, and all the rest.

The War of 1812 found America at the high tide of commercial prosperity, and beginning to compete with England for the carrying supremacy of the world. The number of vessels flying the American flag that appeared in foreign ports in the year previous to hostilities in 1812, was greater than in 1912—a hundred years later. From their peaceful pursuits

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Copyright, 1898, by J. C. Hemment

THE BATTLESHIP MAINE ENTERING THE HARBOR OF HAVANA

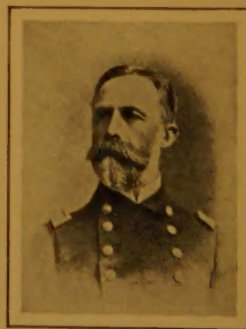
From a photograph taken shortly before the ship was destroyed

as cargo carriers they turned to the more exciting, but more profitable trade of privateering. The havoc wrought by the American privateers against the commerce of Great Britain during the War of 1812 was almost beyond belief. Let us look at the figures, and compare them also with the record of the regular navy for the same period. In the latter service there were but twenty-three vessels, which carried an aggregate of five hundred and fifty-six guns. This little force captured or destroyed two hundred and fifty-four British ships. This included, of course, a very large proportion of merchant vessels. From the outbreak of the war until its conclusion, there were five hundred and seventeen privateers, which carried the art of destruction into every sea, and they took or destroyed one thousand three hundred and sixty prizes, valued at nearly \$46,000,000.00. The land forces of the United States during the whole war captured but five thousand eight hundred prisoners, while those taken by the privateers were over thirty thousand! What the English thought of it is plainly shown by the report of a public meeting held in Glasgow in September, 1814. This was the unanimous report:

"That the number of (American) privateers with which our channels have been infested, the audacity with which they have approached our coasts, and the success with which their enterprise has been attended, have proved injurious to our commerce, humbling to our pride, and discreditable to the directors of the naval power of the British nation, whose flag, till of late, waved over every sea, and triumphed over every rival. . . . and when in the plenitude of our power we have declared the whole American coast under blockade, it is equally distressing and mortifying that our ships cannot with safety traverse our own channels, that insurance cannot be effected but at an excessive premium, and that



ADMIRAL GEORGE
DEWEY



REAR-ADMIRAL WILLIAM
T. SAMPSON

THE STORY OF THE AMERICAN NAVY

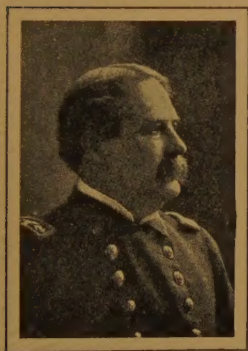
a horde of American cruisers should be allowed, unheeded, unresisted, and unmolested, to take, burn or sink our own vessels in our own inlets, and almost in sight of our harbors."

Peace had been concluded at Ghent, Belgium, on December 24, 1814, but the news took time to reach the fields of action. Although James Madison, President of the United States, signed and ratified the peace treaty on the 17th of February, the privateers and the vessels of the regular navy continued fighting in various parts of the world up to the first of July.

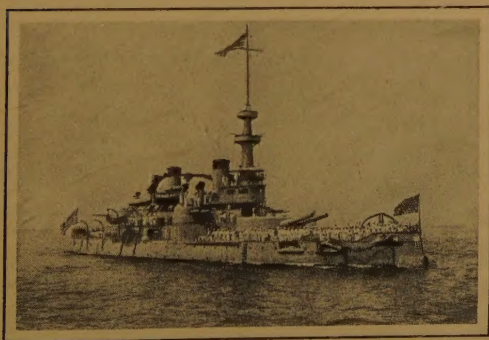
In the fall of 1815 an American fleet under Commodore Decatur appeared off the harbor of Tripoli, whose cruisers had been again molesting our commerce, and forced a much more glorious treaty than that of 1805. From then on the American establishment languished, while the merchant fleets increased. The outbreak of the war with Mexico in 1846 again made use for regular armed vessels, but they were mostly employed convoying transports, and bombarding a few coast towns. Mexico was not a maritime nation, and there was little opportunity for them to do more than assist the army.

The Navy in the Civil War

The Civil War once more found the naval establishment reduced and disorganized. But soon the shipyards were busy, and the naval forces, which were augmented by fleets of hastily armed steamers of all sorts, entered upon the great blockade that was destined to sap the very life-blood of the Confederacy. The South had no navy except those hastily constructed harbor and river defense vessels with which they ineffectually, but most bravely, fought against superior odds. The Civil War ushered in a new naval era—that of the armored vessel. The memorable action between the first two ironclads, the ram *Virginia*, better known as the *Merrimac*, and the first turreted fighting ship, the *Monitor*, drew the attention of the world. The main principle of the latter craft—the turret—has not been



CAPTAIN CHARLES E.
CLARK
Commander of the *Oregon*
in 1898



From a copyrighted photograph by C. C. Langill, New York
THE OREGON

improved upon, and is in use today in every navy. The *New Ironsides*, a combination sail and steam frigate of 3,250 tons, built in 1861, was the first ocean-going ironclad. On the high seas there was but one important action—that between the *Kearsarge* and the *Alabama*, off the harbor of Cherbourg, France, June 19, 1864. Although the *Alabama's* officers held commissions from the Confederate government, her crew of 149 men were almost all Europeans; she was

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really the very last of the privateers. Captain Raphael Semmes, the *Alabama's* commander, tempted fate when he ventured into the fight, for the *Kearsarge*, under the command of Captain John A. Winslow, was in many ways a superior ship and had a larger crew, all Americans. The *Alabama* had been equipped in England, and this was made the basis for claims against that country, and Great Britain had to pay for the damage done American commerce the sum of \$15,000,000.

The end of the Civil War found the United States the greatest naval and military power in the world. Without effort the President and Congress could have called into active service more trained, experienced men than the coalition of any two great powers of Europe could have brought together. Not long, however, did this state of affairs continue to exist. Within ten years England and France had begun to outstrip this country in building ships. There was an excess of officers in the American service at this period, but there was no well directed attempt at naval construction. American born sailors practically had disappeared; seventy-two per cent. of the enlisted men in the service were foreigners, who were attracted merely by the pay they received. Admiral David D. Porter recorded that, when the United States steamship *Trenton* went into commission in the spring of 1876, only eighty of her crew could speak English!

The Modern Navy

In 1884 the United States had reached its lowest ebb as a maritime nation; the country had not sold all its ships, as it had a hundred years previously, but those in commission were obsolete, not one vessel of the first class being afloat. About this time Secretary of the Navy William H. Hunt began a great work of reconstruction; through his efforts Rear-Admiral John Rodgers was appointed the head of a board of naval officers to determine the requirements of a new navy. It was reported by the board that the United States should have twenty-one battleships, seventy unarmored cruisers, twenty torpedo boats, five torpedo gunboats and five rams. As to the first class, they, perforce, had to exist on paper—there was not a shipyard in the country that could build one! To construct the half dozen small cruisers it was necessary to purchase armor-plate abroad,



THE TEXAS

One of the newest types of United States battleships. From a photograph taken on November 11, 1916, when the *Texas* sailed to join the Atlantic Fleet at Hampton Roads

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and the "White Squadron," as it was called—the beginning of our modern navy—was constructed in a measure by foreign workmen, with foreign tools, out of foreign material! Moreover, the vessels were built, not by the government, but by private contract. Even the plans of the *Charleston*—one of the largest of the little fleet—launched in San Francisco in 1888, were drawn by foreign naval architects. Conditions had improved somewhat in regard to the personnel during this period, but as late as 1897 twenty-five per cent. of the enlisted men were foreign born. Today it is completely changed—the service has all American crews, the foreign-born element being less than two per cent., and they must be naturalized citizens. As the United States began to build larger ships and as the shipyards and their capacity increased, government construction, under proper direction, was successfully undertaken.

In the Spanish War, which began immediately after the blowing up of the *Maine* in Havana harbor on February 15, 1898, the United States Navy acquitted itself brilliantly. During the course of hostilities two Spanish fleets were absolutely annihilated—one in the Philippines at Manila, and the other off Santiago, composed of those ill fated vessels under brave old Admiral Cervera. In the first action no American life was lost, in the second but one. In all the fighting of the Spanish War the American navy did not lose as many men as the frigate *Constitution* had lost in any twenty minutes of her three principal single combats! In fact, as a naval war, the American conflict with Spain was what might be termed a "walk-over." The war furnished heroes—especially Dewey and Sampson. One of the battleships, the *Oregon*, made a record that was considered marvelous, for she kept at racing speed without any serious break to any part of the machinery over a course of 14,700 miles, stopping only to take coal. In sixty-five days after leaving San Francisco, on the 19th of March, she was receiving orders from Washington off the coast of Florida. Even after this long run the *Oregon* alone, according to a naval authority, would have been a match for the entire Spanish squadron in Santiago. The one blow that the service really received was the loss of one hundred and sixty-seven men who gave up their lives in the *Maine*. Since the war with Spain the Navy has been maintained, but not in comparison with the navies of other first-class powers. Now the Navy, by order of Congress, is being increased to a degree that will place it again in the first rank.

SUPPLEMENTARY READING

THE STORY OF OUR NAVY By *W. O. Stevens*
THE ROMANCE OF THE AMERICAN NAVY
By *F. S. Hill*
THE HISTORY OF OUR NAVY
Five volumes. By *J. R. Spears*
NAVAL ACTIONS OF THE WAR OF 1812
By *James Barnes*
THE NAVAL WAR OF 1812 By *Theodore Roosevelt*
THE AMERICAN NAVY By *F. E. Chadwick*

THE STORY OF OUR NAVY FOR YOUNG
AMERICANS By *W. J. Abbot*
THE NAVAL HISTORY OF THE AMERICAN
REVOLUTION. Two volumes. By *G. W. Allen*
TWENTY-SIX HISTORIC SHIPS By *F. S. Hill*
THE MONITOR AND THE NAVY UNDER
STEAM By *Lieut. F. M. Bennett*
OUR NAVY IN THE WAR WITH SPAIN
By *J. R. Spears*

THE OPEN LETTER

At eleven o'clock on the morning of February 3d last, Congress was called upon to convene at two o'clock to listen to a message that the President of the United States would then deliver in person. We all know what that message was. It made fifteen impressive and solemn minutes of history.

On that same morning I found in the editorial mail of *The Mentor* a letter from a member of a young men's club of a small town, asking for assistance in the preparation of material for a debate that would soon take place in his club on the question: Resolved, that the United States should *not* increase its navy. Four other similar requests have come to the editor of *The Mentor* during the past two months.

Good friends, spare your labor and your logic. The question whether the United States *should* increase its navy no longer exists. It *has* increased it. In the year just passed the Government adopted a three years' naval program that, if carried out, will place the United States again in the first rank of naval powers. One hundred and fifty-six vessels are projected under the Construction Act of 1916—a total that will strain to the limit the present ship-building facilities of both seaboard. New types will be built—among them, six battle cruisers that will far exceed any now afloat, or, as far as is known, any that are planned by a foreign power. Displacing nearly thirty-five thousand tons, each ship will develop one hundred and eighty thousand horse-power. The most formidable and most recent of our battleships—the *Arizona*—has but thirty-one thousand four hundred horse-power. So it is seen at a glance what an advance is this latest step in naval construction. The armament of these remarkable vessels will consist of a main battery of ten fourteen-inch guns,

their speed will be thirty-five knots, and they will cost, each one, about twenty millions of dollars. Ten battleships are included in the new program; the largest will displace nearly thirty-three thousand tons, will be armed with eight sixteen-inch and twenty-two five-inch guns; their speed is expected to be twenty-one or twenty-two knots an hour. Then, with a fleet of fifty large destroyers, nine ocean-going submarines, and thirty-eight coast submarines the strength of America's first line of defense will be assured.

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In addition to this, amendments were offered in Congress on February 6th last, which provided: (1) For the taking over by the President, in whole or in part, the facilities of all private shipyards and other establishments

engaged in the manufacture or assembling of shipbuilding accessories, and for the drafting of workmen and officials of such establishments into the Government service for the construction of Government ships; (2) Authorization for the issue of \$150,000,000 in bonds, the proceeds to be used by the President in his discretion to secure the speedy construction of ships already authorized, and for the construction or purchase of additional naval craft as the President may direct.

These measures, in substance, were approved and passed by Congress early in March.

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From this it may be seen that the general question of increasing the Navy is no longer food for debating societies. Try this question instead: The Navy having been increased as indicated, what is the wisest course for the Government to pursue? Or, better still, give the question up, and leave it to the Government.



THE LEXINGTON OF THE SEA
The first naval action of the Revolution.
The American sloop *Unity* capturing the
British schooner *Margaretta*, June 12,
1775. From drawing by J. O. Davidson

W.D. Moffat

EDITOR



VENETIAN RAISED POINT
CHALICE VEIL, 1650

THE richest and most beautiful of all laces is Venetian Point, of which there are three well-defined kinds: (1) Venetian Raised Point (*Gros Point de Venise*) (grow pwan deh vay-nee-z') and Rose Point; (2) Venetian Flat Point; and (3) Venetian Grounded Point, or *Point de Venise à réseau* (including *Punto di Burano*) (poon'-toe dee boo-rah'-no).

To these magnificent and delicate laces the poetic name of *Punto in Aria* (stitch in the air) was given to distinguish them from older forms.

The most superb and the most complicated of all Point Lace is Venetian Raised Point, which differs from the ordinary needle point in high relief by means of a padded *cordonnnet* (the thread that outlines the pattern), which is button-holed over. The artistic patterns consist of large, fantastic flowers opening from rich foliage and scrolls in the splendid Renaissance way. The patterns are connected by *brides*, and the *brides* are often tipped with *picots*. The terms *brides* and *picots* are defined in the main article in this number.

Rose Point differs little from Venetian Raised Point. The patterns are, however, smaller; *brides* play a more important part in the design; the enriching *picots* are more abundant; and to the *picots* little whirls and rosettes are added. The raised *cordonnnet*, moreover, is edged with innumerable loops. Because of the whirling, snowy effect of Venetian Rose Point the descriptive name of *Point de neige* (pwan deh nayzh) (Snow-flake Lace) had been given.

Venetian Flat Point is distinguished by the absence of the raised thread, or *cordonnnet*. The *brides* are important in the general design and are tipped with spiky *picots*. A variety of this is the famous Coralline Point, which, according to legend, originated with a lace-worker of Venice who took for her design the net of her fisherman lover in which a piece of sea-weed was entangled. The general effect of Coralline Point is a tangle; for the *brides* seem to wander at will

around the branching foliage. This lace is very beautiful, though lacking in clear outlines. It has never been produced anywhere but on the shores of the Adriatic.

Venetian Grounded Point, or *Point de Venise à réseau*, has a net background, as the name shows. It was inspired by the *Point d'Alençon*, produced in France in imitation of Venetian Raised Point. After *Point d'Alençon* appeared, the Venetians, hoping to win back the trade that they had lost by the enterprise of Louis XIV's great minister, Colbert, imitated the net ground of the French. The pattern, which was a new idea for Point lace, is usually of lilies, or other flowers, and the edge of the lace is generally in the form of a shallow scallop that forms part of the design. The *cordonnnet* of Venetian Grounded Point is not outlined in button-hole (as in *Alençon*), but is merely stitched down round the outline of the pattern.

The manufacture of this Grounded Point lasted in Burano (Venice) till the beginning of the nineteenth century. It was revived in 1872 under the patronage of the King and Queen of Italy. The old Burano laces were a coarser outcome of the *Point de Venise à réseau*. The Burano makers copied the late *Alençon* patterns. The mesh of the Burano *réseau* is square (as in *Alençon*) and the *cordonnnet* is (like Brussels needlepoint) stitched around the outline. The *Alençon* way of covering a horsehair outline with a button-hole stitch was not followed at Burano. Burano mesh is rounder than *Alençon*; and the unevenness of the thread gives Burano *réseau* a somewhat streaked, or cloudy appearance.



PILLOW AND BOBBINS



VENICE was chiefly known for her Point Lace. Genoa produced almost exclusively Pillow Lace. Genoa was a great mart for Pillow Lace during the greater part of the seventeenth century. The handsome "Collar Lace," with scalloped border, is familiar in portraits by Rubens, Coques (kōk), Van Dyck and Rembrandt.

It is bolder in design than the Flemish lace, also used on collars and made familiar to us by portraits.

There are two kinds of Genoese lace: (1) Made with plaits of four threads in each, the scallops somewhat pointed and having little oval ornaments called "wheat ears" (also to be noted in Maltese lace); and (2) a Tape Guipure, (gee-pure') the tape twisted into spiral forms and connected by *brides*, tipped with *picots*.

The most beautiful of all Italian pillow laces is *Punto di Milano*, or Milan Point, which name describes the quality and not the class. The tape pattern of this lace is made first and the ground network is filled in afterwards, sloping in all directions to fit the spaces. The diamond shaped mesh of Milan Point, with a plait of four threads, greatly resembles the network of Valenciennes.

Ruskin writes accurately:

"The real good of a piece of lace you will find is that it should show first that the designer of it had a pretty fancy; next, that the maker of it had fine fingers; lastly, that the wearer of it has worthiness

or dignity enough to obtain what is difficult to obtain and common sense enough not to wear it on all occasions."

This wonderful art was quaintly described by the Dutch poet J. Van Eyck, in 1651, as follows:

"Of many arts one surpasses all; the threads woven by the strange power of the hand, threads which the dropping spider would in vain attempt to imitate, and which Pallas would confess she had never known.

"The maiden, seated at her work, plies her fingers and flashes the smooth balls and thousand threads into the circle. Often she fastens with her hand the innumerable needles to bring out the various figures of the pattern; often again she unfastens them. The issue is a fine web, open to the air with many an aperture, which feeds the pride of the whole globe; which encircles with its fine border cloaks and tuckers, and shows grandly round the throats of kings; and, what is more surprising, this web is of the lightness of a feather, which in its price is too heavy for our purses."





POINT D'ALENÇON has been called the "Queen of Lace." It was first made in 1665. Louis XIV had issued laws forbidding extravagant sums to be spent by his courtiers for Italian lace. They paid no heed. Thereupon Colbert, the King's prime minister, decided to improve the native laces and to make them

fashionable, hoping to keep the money at home. He, therefore, established a number of schools, among which was one near Alençon, where lace was soon produced in exact imitation of Venetian Point. By royal decree it was called "*Point de France*." The name lasted till 1690.

An authority says: "It is impossible now to distinguish the earliest lace so called and produced in Alençon from the finest Venetian Point. The designs are in the same style and the workmanship is extremely beautiful; but by degrees, as greater freedom was very wisely allowed to the workers, a new and separate style developed itself. The patterns became smaller and more delicate, finer thread was employed than that made use of in Italy, *brides* became closer and more regular in arrangement, and, finally, the needlework *réseau* (ground) was invented in imitation of the pillow laces of the neighboring Flemish provinces, and we see attained in perfection the style of lace now known as Point d'Alençon."

Stupendous prices were paid for this glorious lace. Its marvelous delicacy, only to be appreciated by the use of a

magnifying-glass, is a characteristic. Another characteristic is the thick outline (*cordonnet*) which, being worked (with button-holed stitches) over horsehair, is firmer and heavier than that of any other lace. *Point d'Alençon* is usually regarded as a "winter lace."

The factory became extinct during the Revolution, when many lace-workers were guillotined because of their association with the aristocracy and production of such an aristocratic adornment. In the days of Louis XVI, the *réseau* was sprinkled with spots, tears, sprigs and insects. Revived in Napoleon's day, bees were introduced. The "powdering," or sprinkling, is still used in combination with flowers.

At present the finest *Point d'Alençon* is made at Bayeux (by-yuh), in France, and in Burano, near Venice. The magnificent dress that Napoleon III bought for the Empress Eugénie in 1859 at the Exposition, for which he paid 200,000 francs (\$40,000), was of this lace. The Empress Eugénie gave it to Pope Leo XIII, who wore it as a rochet (a garment similar to a surplice, but with closer sleeves or without sleeves).



MECHLIN
GREATLY MAGNIFIED

MALINES is the French name for Belgian Mechlin; consequently its lace is known as both Point de Malines (mah-leen') and Mechlin. Before 1665 nearly all the lace made in Flanders was called "Malines." The genuine Mechlin Point (not a needlepoint but a pillow lace), called Point to define its quality, became fash-

ionable in England at the end of the seventeenth century. Queen Anne purchased large amounts of it. Mechlin was also a great favorite of Queen Charlotte. It is regarded as a "summer lace," and was much used to trim the filmy Indian muslin dresses so fashionable in the early nineteenth century. Mechlin lace was always costly. The finest Antwerp thread was used. The ground and pattern are worked together, and two kinds of *réseau* are used; in one, the meshes are circular; in the other, hexagonal.

Mechlin is also sometimes grounded on an ornamental *réseau*. The *Fond de neige* (fon deh nayzh), meaning snowy background, is often used; also the *Oeil de Perdrix* (u [as in urn]-ee' deh pare-dree), meaning

partridge eye; and also the Chantilly back ground known as *Fond Chant* (fohn-shahn), which is a net made of tiny six-pointed stars.

The patterns of the earliest Mechlin lace resemble those of Brussels, but they are heavier. A four-petaled flower as a filling for the spaces in the scrolls is one characteristic of Mechlin.

Mechlin produced a style of its own. The pattern, usually floral, forms the edge of the lace, and the *réseau* (network) is sprinkled with small flowers, or spots. The rose and carnation are the favorite flowers. Open spaces filled in with *brides* give this exquisite lace a charming delicacy. Connoisseurs rank Mechlin very high.



VALENCIENNES—THREE SPECIMENS
EIGHTEENTH CENTURY

IT is said that bobbin lace was begun at Valenciennes in the fifteenth century, when the town belonged to Flemish Hainault (ay'-no); but the Valenciennes that we know is supposed to have been developed from the lace factory founded by Colbert in the neighboring town of Le Quesnoy (leh kay-nwah). The latter drops from

notice as Valenciennes comes into favor. Le Quesnoy, according to tradition, contributed the *Fond de neige* (snowy background) to the world of lace-workers.

Valenciennes is the most beautiful of all French pillow laces. It is made in one piece, the same threads forming *toié* (twah-lay) and *réseau*. Its peculiarity is the absence of any *cordonnet*. The *réseau* (network) is fine and compact, and the flowers (tulips, carnations, iris, or anemones) resemble cambric in texture.

The earliest Valenciennes designs consist of flowers and scrolls in thick, close stitches. Minute circles form the *réseau*.

Valenciennes was the most expensive of all pillow lace to make, on account of the number of bobbins required. It took one worker ten months, working fifteen hours a day, to make a pair of sleeve ruffles for a man. The lace-workers sat from four in the morning till eight at night in cellars, earning only a few pennies a day. Many went blind before they reached the age of thirty. It was considered a great triumph when a whole piece of lace could be worked "all by the same hand"; and such a piece was sold for a large price.

From 1725 to 1780 there were from 3,000 to 4,000 lace-workers in the town, where they made what the trade called "*vraie Valenciennes*" (true Valenciennes), while the suburbs and vicinity produced "*fausse Valenciennes*" (false Valenciennes).

Valenciennes was not regarded as a "*dentelle de grande toilette*" (lace for full dress). Nor was it a "Church lace." It was used chiefly for ruffles, cravats, fichus (fee'-shoo), barbes, *négligés* (neg'-lee-zhay) and trimmings. It was, however, tremendously popular.

Valenciennes lace fell with the monarchy. After the Revolution, many lace-workers fled into Belgium; and Alost (al-lost), Ypres (eepr), Bruges (broo'-jiz), Ghent (gahn), Menin (may-nan), and Courtrai (coor-tray) became centers for its manufacture. The *réseau* of every town was distinctive.

The Valenciennes of the present day is not so elaborate or fine as old Valenciennes.

The dotted or "*semé*" (seh-may'), pattern is usually worked with a scalloped border, containing a leaf, or petal, or feather.



COURT TRAIN OF IRISH POINT
MADE FOR QUEEN MARY OF ENGLAND

LACE AND LACE MAKING

Court Train of Irish Point Lace

SIX

LACE began to be a particular industry in Ireland in 1829 and 1830. The first centers were Limerick and Carrickmacross. Limerick lace is a tambour embroidered on net. Carrickmacross is distinguished by a pattern cut in cambric and applied on a net ground. Other schools arose in various parts of the

country. Youghal (Yawl), County Cork, has a reputation for needlepoint in the style of the seventeenth century, and this Irish Point Lace industry has an interesting history. In 1847, when famine was raging in Ireland and the English Government refused to help the starving people, a nun in the Presentation Convent, Youghal, tried to think of some way by which she could alleviate the awful misery of the poor people. She had in her possession a piece of foreign lace made in Italy. Slowly and carefully she picked out the stitches to learn the process by which the lace was made. She then tried to remake the lace and found to her great joy that she could reproduce it exactly. She immediately taught it to a number of young girls, who soon became very proficient. With these girls the good nun formed a regular school of lace-making. The money earned was a great boon to the starving people. The school continued to prosper and to this day turns out exquisite lace.

The design is first drawn in general outline on stiff paper. This is transferred to transparent paper. The transfer is then tacked very carefully to thick white cotton material. Over the outlines a rather

coarse linen thread is "couched" to the foundation. The worker then proceeds to fill in the design with various lace stitches, attaching them to the outlining threads only.

Linen thread of varying fineness is used; in the very finest work the meshes are so small that they cannot be counted.

The illustration shows the magnificent court train of Irish Point Lace that was made for Queen Mary of England on the occasion of her coronation, the gift of the ladies of Belfast, Ireland. It was not finished in time for the ceremony; but it was worn at the subsequent ceremonies of the Durbar at Delhi. The lace is composed of thread so fine that it was scarcely visible in the hands of the workers. There are more than five million and a quarter stitches in it and nearly twelve miles of the finest linen thread. Sixty workers were busy upon it for six months.

The design consists principally of fuchsias and roses. The name of the place where it was made and the date are worked into the left-hand corner—"YOUGHAL, 1911."

The train is four yards long and two yards wide at the bottom.